

The information, recommendations and advice contained in this report are correct as at the date of preparation, which is more than two weeks in advance of the Committee meeting. Because of these time constraints some reports may have been prepared in advance of the final date given for consultee responses or neighbour comment. Any changes or necessary updates to the report will be made orally at the Committee meeting.

Case Officer	David Stevens
Application No.	21/00333/FULPP
Date Valid	28th April 2021
Expiry date of consultations	19th May 2021
Proposal	Erection of 3 storey, 66-bed care home for general residential and dementia elderly people, with associated car parking, access and landscaping
Address	Parsons Barracks Car Park Ordnance Road Aldershot
Ward	Wellington
Applicant	LNT Care Developments
Agent	-
Recommendation	Permission be GRANTED .

Description

Parsons Barracks Car Park is a Council-owned pay-and-display public long-stay public car park of 167 spaces located on raised ground adjoining the Ordnance Roundabout junction of High Street (A323) with Ordnance Road and Windsor Way. Approximately half of the car park is temporarily being used as a Covid Testing Station, with the other half remaining available for public car parking.

The application site is roughly rectangular in shape; measures 0.54 hectares; and incorporates all of the car park, plus the landscaped and treed bank fronting the road frontages, and most of the adjoining private access road from Ordnance Road that is the vehicular access to the car park. The access road continues south-east beyond the car park to also serve as vehicular access to the rear of the Buddhist Community Centre and Temple at No.8 High Street; and beyond that to Aldershot Town Football Club at the EBB Stadium. To the north-east, on the other side of the access road is the Aldershot Telephone Exchange building and site. A car dealership (Charters Citroen), the Crimea Public House, and residential flats at Bradbury Court are situated on the opposite side of High Street to the south-west. North-west, on the other side of Ordnance Road is grassed open space with military housing at Cassino Close beyond.

The proposal the subject of the application has been submitted by the prospective

purchasers of the site and is for the re-development of the car park site to provide a 66-bed Care Home (Use Class C2). In this respect the proposed re-development would retain the existing landscaped and treed bank on the road frontages of the site, the private access road and the existing entrance and exits to the car park intact. The proposed Care Home building would occupy approximately two-thirds of the car park land as far as the second existing entry/exit point with the access road; with the remaining third of the car park land to the south-east adjoining the Buddhist Community Centre being retained to provide a 29-space staff and visitors car park for the Care Home. The existing ramp and steps providing pedestrian access to/from the car park and High Street and a line of 15 parking spaces lining the north side of the access road adjacent to the boundary shared with the Telephone Exchange site would also be retained.

As a result of an amended Site Layout Plan received on 23 June 2021, the proposed development would also provide and make available five parking spaces directly adjoining the access road to provide a drop-off/pick-up facility for visitors to the adjacent Buddhist Community Centre & Temple.

The proposed Care Home would be three-storeys in height beneath a fully-hipped shallow-pitched roof and have a footprint with a narrow cranked rectangular shape comprising two building wings, one attached to each side of a central building core. Overall, the proposed building would generally measure 14 metres wide by a total of 80 metres long. The main entrance would face the car park access road and be provided with a separate 'In' and 'Out' one-way service road with a lay-by for dropping-off and servicing collections/deliveries. Landscaped garden areas, terraces and amenity planting would be provided on those areas of the site immediately surrounding the proposed Care Home building. These areas would, where required, be enclosed with black powder-coated metal bow-top railings.

Externally, the proposed Care Home would have a conventional modern design and be finished in buff bricks; together with white-painted render elements, some darker finished inset window elements and contrasting brick plinth and string-course window header details, all to provide interest and articulation to the elevations. Grey powder-coated metal window frames and uPVC doors would be provided. The roof is indicated to be finished with a smooth grey concrete tile. The proposed building would generally be a maximum of 12 metres in height with a roof eaves height of 9 metres; with the central building entrance core being a little taller.

Internally the proposed Care Home would have a simple layout, with corridors running down each building wing from the central 'core' area of the building, which would contain lifts, the main stairwell, reception area, office and the main residents' lounges and dining areas. The far ends of each wing corridor would have a secondary access/escape stairwell. The north-west wing would have a smaller residents' lounge area on the end of each floor. Approximately half of the ground-floor south-east wing would be used to provide kitchen and laundry facilities, together with a staff room, staff changing, store-rooms and a plant room. A hair salon would be provided on the first-floor. A Cinema Room is also shown to be provided on the second floor. All of the residents' rooms are identical, all being of single bedroom size with en-suite facilities and of a total of approximately 22 sqm each. The proposed Care Home is designed for residents with varying degrees of immobility and a need for regular daily care to meet their needs. It is not a Care Home designed for occupation by residents on any form of independent living basis. As such, there are no parking spaces or provision made for mobility scooters for the use of residents within the proposed development. There is also no provision for any staff to be resident in the proposed Care Home.

The application is accompanied by a Design & Access Statement; Planning Statement; Transport Statement & Travel Plan; Arboricultural Report; Sustainability Statement; a Geo-environmental & Site Investigation Report; and a Provisional Feasibility Drainage Layout and drainage calculations. Seeking to address objections received, the applicants submitted a revised Site Layout Plan and a response to the objections on 23 June 2021. This further submission also refers to information provided in the Aldershot Parking Study Report 2019, a document commissioned by the Council from external consultants : a copy of which was also submitted by the applicants.

Consultee Responses

Lead Local Flood Authorities	No objections subject to condition following consideration of additional drainage information by the applicants.
Environment Agency	No objections and provides Standing Advice.
HCC Highways Development Planning	No highway objections subject to a planning condition being imposed to require the submission of a Construction Management Plan.
Hampshire Fire & Rescue Service	No objections and provides generic fire safety comments and advice.
Environmental Health	No objections subject to conditions.
Natural England	No objections subject to either: (a) conditions to restrict the nature of the occupancy of the proposed Care Home; or (b) an appropriate SPA financial contribution being secured with a s106 Planning Obligation; to avoid SPA impact.
Neighbourhood Policing Team	No comments received during the consultation period, thereby presumed to have no objections.
Arboricultural Officer	No objections subject to conditions.
Hampshire & I.O.W. Wildlife Trust	No comments received during the consultation period, thereby presumed to have no objections.
Thames Water	No objections.

Neighbours notified

In addition to posting a site notice and press advertisement, 39 individual letters of notification were sent to High Street, Ordnance Road, Windsor Way, Crimea Road, Exchange Close and Cassino Close, including all properties located adjoining or opposite the application site.

Neighbour comments

At the time of writing a total of 180 individual representations have been received electronically via the Council's website 'public access' system.

The vast majority of these specifically object to the impact of the proposals upon the **Buddhist Temple and Community Centre at 8 High Street Aldershot** located directly adjacent to the application site. Of these Council website-enabled objections, some 26% are from the occupiers of properties located throughout Aldershot; 15% are from Farnborough properties; and the remainder, and clear majority (59%), are from addresses located outside of Rushmoor, most numerous being properties in Camberley, Reading, Bracknell, Basingstoke, Blackwater; but also from addresses in various London Boroughs, Kent and further afield.

A petition has also been received comprising 222 individually addressed and signed copies of the same letter, all from people identifying as members of the Buddhist Community Centre UK (BCCUK) whom regularly attend the Buddhist Temple and Community Centre at 8 High Street Aldershot. Unlike the electronic representations, the clear large majority of contributors to the petition (some 79%) are occupiers of addresses throughout Aldershot; with 7% Farnborough addresses; and 14% addresses from beyond Rushmoor.

Both of these sources of objection have been encouraged and/or enabled by the Buddhist Community Centre UK (BCCUK). This is a charitable organisation founded in 2007 with the vision of establishing a monastery to serve the Buddhist community in the south-east region of the UK. Members will be aware that this facility was realised in 2013 with the creation of the Buddhist Community Centre and Temple at 8 High Street, which is located adjacent to the current application site.

Separate letters of objection has also been submitted by the Chairman of BCCUK; and a planning consultant (Neil David Planning) engaged by BCCUK has also submitted a separate letter of objection on their behalf.

Overall, **Objection** is raised to the proposals by or on behalf of BCCUK members and visitors to the Buddhist Community Centre and Temple on the following summary grounds:-

- (a) The proposed re-development would mean that the Parsons Barracks public car park would permanently no longer exist to be available for the use of members and others attending the adjacent Community Centre and Temple and, as such, be highly detrimental to this established adjacent community use. Indeed, for this reason, the proposed development would have a devastating impact on the future viability of the Buddhist Community Centre and Temple.
- (b) One of the major factors in the current Temple site being chosen by BCCUK was the ready availability of public car parking in the adjacent car park.
- (c) The 8 High Street site provides a spiritual home for members of the Buddhist community and members of the general public with an interest in Buddhism and serves a wide catchment beyond Rushmoor. It provides a facility for Buddhist ceremonies and teachings, meditation, community service, retreats and projects that preserve the Buddhist tradition. The site hosts various regular ritual ceremonies, including weddings, naming ceremonies and funerals. Some 30-40 ritual events are held each week. The Community Centre is also regularly used by schools, Scouts, Beavers and other community groups. Including visits and meditation programmes, some 600 people attend the Temple each week.

- (d) Most people attending the Temple arrive by car – some 40 or more cars connected with the Community Centre and Temple use the adjacent car park daily; and this would increase significantly when Covid restrictions are lifted. When religious festivals, celebrations and funeral events take place the number of attendees increases dramatically. Some overnight parking can occur on occasions.
- (e) There are no suitable nearby alternative parking facilities available without compromising the safety and convenience of devotees and/or causing nuisance to people in the area. As such, the daily parking needs, and thereby day-to-day operation of the Community Centre and religious function of the Temple would be significantly adversely compromised by the proposals.
- (f) The car park is also heavily used by supporters of Aldershot Town FC when there are home fixtures.
- (g) There are serious concerns arising from the proposed development about the accessibility of the Community Centre and Temple, especially by people with disabilities, with mobility issues etc. Gaining access by parking in the adjacent car park enables relatively level access and safe dropping-off and picking-up, but this would no longer be possible if the proposed re-development were to be approved. The alternative, should the proposals proceed, would be for people to be dropped-off and picked-up by vehicles (coaches, mini-buses, taxis and cars) temporarily parking on the main road (A323 High Street) instead, giving rise to serious highway safety and convenience issues.
- (h) The BCCUK Community Centre and Temple play an important part in the life of both the Buddhist and Gurkha communities in Rushmoor, the surrounding area and also nationally.
- (i) There is concern that the proposed re-development of the car park with a Care Home is inappropriate due to the potential for noise and disturbance to Care Home occupants arising from daily activities at the Community Centre and Temple.
- (j) The car park should be left as it is and another site found for the proposed Care Home – accepting that it is also a much-needed facility in the area;
- (k) The proposed development would have an adverse visual impact (because the proposed building is of an inappropriate size, height and design) and thereby harm the setting of a religious site.
- (l) BCCUK Members are gravely concerned about the manner in which the Parsons Barracks car park has been prepared for sale to the current applicants for re-development without any discussions with BCCUK concerning the impact and implications for the daily operation of the Community Centre and Temple being held beforehand. This is considered to be a major oversight on the part of the Council and, indeed, also of the applicants in putting forward their proposed development. The proposals are an insult to the Buddhist community and its cultural heritage. BCCUK would have liked to have had the opportunity to seek to acquire the car park, or a sizeable portion of it, from the Council, yet were not approached by the Council in this respect. It is suggested that the Council should have sought consent from BCCUK before allowing the proposals to proceed. Ignoring the needs of the Community Centre and Temple is considered to be discriminatory; and the Council appear to be demonstrating a lack of commitment to its Nepali, Gurkha and Buddhist communities. No explanation for these failings by the Council has been provided to BCCUK date.

[Officer Note: The matters raised in this final paragraph are undoubtedly of concern to members of BCCUK, however they are not issues that can be taken into material account in the consideration of the current planning application on its relevant planning merits. Indeed, the current planning application is not considering whether or not the Council should be selling the car park for development, but solely the planning merits or otherwise of the development proposals that have been submitted by the

prospective purchaser of the land in question. The matters raised by BCCUK in this final paragraph are, instead, entirely separate matters for the Council in its capacity as the past and current owner of the Parsons Barracks Car Park and, indeed, the applicants as prospective purchasers and developers of the land. In this respect it is understood that the Council, in liaison with the applicants, have met (and are in correspondence with) representatives of BCCUK to seek to address the issues that they raise.]

The Planning Consultant engaged by BCCUK (Neil Davis Planning) raises the following additional and/or expanded points:-

The removal of public car parking provision would adversely affect highway safety in the immediate area. The car park currently provides 167 parking spaces; BCCUK members would be likely to make use of a significant proportion of these on a regular basis; and on-street parking in the vicinity is either prohibited or, in the case of nearby side roads, restricted to residents only. As such, there is no obvious alternative parking provision available nearby for BCCUK members to use.

Indeed, whilst there are other public car parks within Aldershot Town Centre, it is opined that these are located some significant distance away from the BCCUK site; and there is, in any event, the real prospect that they would be overwhelmed during BCCUK events, thereby impacting upon the use of the town centre car parks by shoppers and other commercial users, which is their primary intended purpose.

The original planning permission for the Buddhist Community Centre and Temple approved by the Council in 2013 (13/00311/COUPP) made provision for only 3 on-site parking spaces; and was approved by the Council almost exclusively reliant on the availability of the adjoining long-stay public car park to provide for the parking needs of the use. Indeed, the 'Highway Consideration' section of the Officer Report to Committee stated:- *"The Transportation Strategy Officer has reviewed the proposal in the light of the information provided and considers that the three on-site spaces, together with the public parking at Parsons Barracks, should be adequate provision for the proposed centre, provided the events to be held there are co-ordinated with fixtures at ATFC. On this basis he raises no highway objection to the proposal, subject to a condition requiring a plan detailing how the timing of events is to be managed to avoid clashes with football fixtures"*. It is argued that this makes clear that the Community Centre was only supported by the Council on highway grounds because of the presence and proximity of the adjacent public car park.

With the proposed removal and re-development of the entire car park, and with no proper alternative public parking provision, it is thought highly likely that there would be overspill parking on adjacent and nearby roads that has the potential to give rise to severe impacts on the safety and convenience of highway users of the local road network and, indeed, possibly affecting the operation of the town centre at some times. It is thereby considered that, given the planning history of the Buddhist Community Centre and Temple and the overwhelming need for parking provision, the loss of the entire car park to development would have an unacceptable impact on the operation and safety of adjoining and nearby public highways contrary to Local Plan Policy IN2.

Unsustainable Development : The 'social objective' to sustainable development as defined by the Government in the NPPF, requires that services are 'accessible' and

that planning reflects the current and future health, social and cultural well-being of communities. The BCC is an extremely valuable part of the local community supporting a large Buddhist and Gurkha community both in Rushmoor and beyond. The loss of the car park will inevitably result in visitors taking a much longer route from the town centre, often late at night, as well as an increase in drop-offs at the door on double yellow lines. There would also be no prospect for coaches to park and turn near the BCC site, is currently done in the car park. This will severely impact on the community's ability to hold larger events.

This proposal will result in the loss of a car park which is in effect a 'shared' facility (without making provision for any replacement) and its loss will greatly diminish the sustainability of an important community centre. Furthermore, its loss will reduce the BCC's ability to meet its day-to-day needs. The proposals are therefore considered to run contrary to Government policy and conflict with Local Plan Policy IN1.

Adverse Visual Impact : It is considered that the proposed Care Home would be over-large and monolithic in scale whilst also lacking architectural detail in a prominent location within the Town. It is also considered that its width, height and uniform appearance would not make a positive contribution to the built environment. It is considered that the proposals conflict with the requirements of Local Plan Policy DE1.

Since various planning harms and conflicts with Government guidance and Local Plan policies are identified and there are no other material considerations that are considered to pull in favour of the proposals, it is considered that planning permission should be refused.

A small number of objections to the proposals are raised that are not specific to the impact upon the Buddhist Community Centre and Temple, which are from Councillor Roberts and the occupiers of Flat 11 Alder House, Exchange Close; 30 Laws Terrace; and 62 Coronation Road. These objections are summarised as follows:-

- (a) This site is inappropriate for a Care Home due to noise and disturbance arising from the busy adjoining roads and roundabout;
- (b) The Care Quality Commission (CQC) may have concerns about the proposed Care Home [*Officer Note: this is not a material planning consideration since the CQC oversee an entirely separate regulatory regime for the licencing of Care Homes under separate legislation that is beyond the remit of the Planning system. The applicants will be well aware of CQC requirements and the need to address them and it has to be assumed that the proposals that have been submitted seeking planning permission are designed to comply with all other separate regulation relating to the provision and operation of Care Homes, including that within the remit of the CQC.*]
- (c) Loss of valuable town centre parking facility at a time when significant town centre parking is about to be re-developed;
- (d) The car park is used for lorry parking [*Officer Note: this is believed to be in association with Aldershot street market*] and also by supporters of Aldershot Town FC – in addition to the BCC. No alternative provision is made for these users;
- (e) Overspill on-street parking is likely to affect nearby roads such as St. Georges Road and St. Michaels Road, where on-street parking congestion is already a long-standing problem;
- (f) Increased road/traffic congestion;

- (g) Loss of light and outlook to flats with windows facing towards the site from Alder House, Exchange Close [*Officer Note: a concern raised solely by the occupier of No.11 Alder House*]. This respondent also suggests that the proposed Care Home building be built at the other end of the site in order to address this concern. [*Officer Note: In this respect, the Council must consider the proposals as submitted on their planning merits and cannot prescribe potential preferred alternative proposals as part of the development management process.*]

Following the receipt of the amended Site Layout Plan and applicants' response to the objections on 23 June 2021, the point of contact (and Head Petitioner) for BCCUK, and also the BCCUK Chairman and the Planning Consultants acting for BCCUK, were notified and provided with the opportunity to peruse this material and provide further comments to the Council. In response, BCCUK have replied, largely to reiterate the representations that they and their supporters have already made, but with the following additional points:-

- The proposed five drop-off/pick-up parking spaces shown to be provided within the proposed amended site layout plan are nowhere near enough to provide for the parking requirements of BCCUK; and .
- The other suggestions made by the Council when meeting with BCCUK for the provision of alternative parking beyond the immediate vicinity of their site are not accepted as these are temporary with restrictions and not, as such, suitable to their requirements.

BCCUK has additionally provided a spreadsheet with data of the numbers attending BCCUK, car park usage and events held during 2019.

A representation (neither expressing objection or support for the proposals) has also been received from Hampshire Swifts. This is a charity devoted to the conservation of Swifts in Hampshire and part of a national network of Swift groups throughout the UK. It is recommended that provision of at least 45 integral swift bricks within the proposed development be secured by the imposition of a planning condition should permission be granted.

Policy and determining issues

The site is located outside Aldershot Town Centre on land identified as being part of the general built-up area of Aldershot. It is not located within a Conservation Area and does not contain nor adjoin a Listed Building.

Policies SS1 (Presumption in Favour of Sustainable Development), SS2 (Spatial Strategy), IN1 (Infrastructure & Community Facilities), IN2 (Transport), DE1 (Design in the Built Environment), LN4 (Specialist & Supported Accommodation), NE1 (Thames Basin Heaths Special Protection Area), NE2 (Green Infrastructure), NE3 (Trees and Landscaping), NE4 (Biodiversity), NE6 (Managing Fluvial Flood Risk), NE8 (Sustainable Drainage Systems) of the adopted Rushmoor Local Plan (2014-2032) are relevant.

Also relevant is the Councils adopted Car and Cycle Standards Supplementary Planning Document (SPD) adopted in 2017. The advice contained in the National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG) are also relevant.

The current planning application is not the process with which to consider and/or review the Council's entirely separate decision as the landowner to withdraw the Parsons Barracks Car Park from use and to sell the land for re-development. This was a decision that has been taken by the Council's Cabinet previously. The Aldershot Parking Study Report 2019 document produced for the Council and submitted alongside the applicants' response to the BCCUK objections notes that the site had already been identified by the Council for sale for re-development when the report was being prepared in 2019. Instead, the role of the Council, in this context of this planning application and solely as the Local Planning Authority, is to consider the proposed development the subject of the current planning application on its relevant planning merits.

In this respect, the main planning considerations in the determination of this application are considered to be:-

1. The principle of the proposals in Planning terms;
2. Visual impact upon character & appearance of the area, including impact on trees;
3. Impact upon neighbours;
4. Highways considerations;
5. Flood risk & drainage;
6. Biodiversity & ecology considerations;
7. Sustainability; and
8. Access for people with disabilities.

Commentary

1. Principle –

As a general principle, and within reason, it is an objective of the planning system to seek to make the most efficient use and re-use of existing developed land, such as the current application site. This is supported by the Council's Development Plan Policies and supplementary documents. Although a matter disputed by BCCUK in their objections, the Aldershot Parking Study Report 2019 document produced for the Council and submitted alongside the applicants' response to the BCCUK objections notes that Parsons Barracks Car Park has been found to be significantly under-used, reflecting trends in reduced public car park usage of this and other car parks in the wider Aldershot Town Centre area continuing of previous years.

The adopted Rushmoor Local Plan notes that, in a national context, at Para.10.32, "*The need to provide specialist housing is critical, given that the projected increase in the number of households aged 65 and over accounts for over half of new households.*" Further, in the context of Rushmoor, at Para.10.36, that:-

"The findings of the Strategic Housing Market Assessment (SHMA, 2016) suggest a requirement for around 5,580 specialist housing units across the HMA [Housing Market Area, comprising Hart, Rushmoor & Surrey Heath Council areas] over the period 2014 to 2032 to meet the needs of the older population. This is an average of 310 dwellings per annum across the HMA. This forms part of the mainstream for housing and represents some 26% of the total objectively assessed housing need. The SHMA also suggests that there is a registered care need for 2,160 places across the HMA over the period 2014 to 2032."

And at Para.10.37:

“Whilst some of the housing needs of older people will in future continue to be met through the provision of general needs accommodation, specialist provision [of the type proposed with the current application] will be required for an increasing number.”

Adopted Local Plan Policy LN4 relates specifically to proposals for “.....housing designed specifically to meet the identified needs of older people and others with a need for specialist housing, including specialist housing with care”. This policy states that such proposals will be permitted, inter alia, where: “Sites are appropriately located in terms of access to facilities, services and public transport”.

The proposed development can also be considered to be a Community Facility and, as such, that Local Plan Policy IN1 is relevant and states that such proposals are to be supported where:-

“New community facilities and infrastructure are located and designed so that they are accessible to all and compatible with the character and needs of the local community.”

It is considered that there is both a quantitative and qualitative need for a new purpose-built care facility for older people in this location to serve the local community. Indeed, the applicants anticipate the residents of the proposed Care Home would be expected to come from within a radius of no more than 3 miles from the site, or be associated with families/relatives that reside within this catchment area. The site is located close to Aldershot Town Centre, which is considered to be an appropriate location in this respect. It also enables staff and visitors to have a choice of transport mode to travel to or from the Care Home. Whilst some objection to the proposals has been raised suggesting that the vicinity of the application site is perhaps too busy or noisy for a Care Home, the applicants advise that this is, in fact, considered to be a positive attribute for Care Home residents, whom generally appreciate and benefit from seeing and hearing activities taking place around them.

Given the location of the site directly adjoining a busy roundabout junction on a main road (A323), the Council’s Environmental Health Team request that a condition be imposed to require the submission of sound insulation measures, such as acoustic double-glazing, to ensure that the habitable rooms within the Care Home can be adequately protected from undue noise. In any event, it is considered that such measures are standard fitment in Care Homes and, indeed, the thermal insulation requirements of the Building Regulations would require double glazing in any event.

The Geo-environmental Appraisal Report submitted with the application has been considered by the Council’s Environmental Health Team, whom conclude that the Report is acceptable. No evidence of significant contamination was identified during the site investigation and all sample results are within the respective soil guideline values. As a result, no remediation is considered necessary. Nevertheless, as a precaution, it is noted that a watching brief should be maintained during ground works in case previously unidentified contamination is discovered. It is requested that the usual planning condition be imposed in this respect and is considered entirely appropriate.

The planning consultants engaged by BCCUK (Neil Davis Planning) argue that Parsons Barracks Car Park is existing infrastructure and a ‘community facility’ that would be lost, and for which no appropriate alternative parking provision would be provided; and that the needs of an existing community facility (BCCUK) would also be adversely affected. As such, they argue that the current proposals run contrary to the requirements of Local Plan

Policy IN1. However, this policy is concerned with the consideration of proposals for the provision of **new** infrastructure and community facilities. In this regard, it is considered that the proposed new Care Home does not generate any need for provision of new infrastructure to address any needs arising from the proposal either alone or cumulatively with other Care Home developments (Criteria 1). Furthermore, the Aldershot Parking Study 2019 submitted as evidence with the application demonstrates that, even taking into account the impacts of the forthcoming town centre re-development schemes, there would be sufficient spare parking capacity remaining in other town centre car parks to cover for the loss of the Parsons Barracks Car Park (Criteria 8. 2.). In this respect, it is noted, for example, that the Railway Station Car Park is also substantially under-used and, indeed, the Report recommends that, in the absence of the Parsons Barracks Car Park, people attending home football fixtures and events at the EBB Stadium could be directed to park in this other nearby car park instead, which is located within short walking distance of the Stadium. It is considered that similar consideration applies to meeting the on-going parking needs of BCCUK. As a result, it is not considered that the loss of the existing car park and the impacts upon the use and operation of the BCCUK site the subject of their objections render the current Care Home proposals contrary to the criteria set out in Local Plan Policy IN1.

In the circumstances, it is considered that the proposed development the subject of the planning application is acceptable as a matter of principle in Planning terms, subject to being found acceptable in detail in respect of the identified relevant determining planning issues, which are considered in the following paragraphs.

2. Visual Impact –

It is Government planning guidance that, in assessing impact of proposed development upon the character and appearance of an area, this should be considered in the light of the impact upon the area as a whole.

In general, the character and appearance of the area is mixed, with the majority of the other surrounding buildings being non-residential, including a number of buildings of at least three-storeys in height. The application site is located in a visually prominent position on raised ground adjoining a busy main road close to Aldershot Town Centre and, as such, may be thought to have the potential to be a local landmark. Nevertheless, the visual appearance of the site as existing is dominated by the mature deciduous trees and extensive landscape planting of the embankment slope adjoining the road frontages of the site, which provide a variable degree of visual screening of the site within depending upon the time of year. This existing site feature, which is to be retained intact, would serve to significantly soften the visual impact of the proposed development in views from the adjoining roads. The proposed development would also, of course, be viewed from the adjoining roads against the backdrop of the considerably larger existing six-storey Telephone Exchange building and its surrounding security-fenced vehicle and equipment compound located to the rear.

Despite the views of objectors on this issue, whilst undeniably a large building of a relatively modern design and external appearance, the proposed Care Home is, irrespective of the existence or otherwise of existing tree and landscape planting screening, considered to be of an entirely conventional and acceptable design that would fit comfortably within the site. Indeed, it is not considered that the proposed Care Home building would be out of proportion with its surroundings or appear overbearing or over-dominant in appearance. A combination of conventional quality external materials would

be used, and, given the variety of external materials used in the vicinity, it is considered that the proposed development would make its own contribution to the existing variety of external materials and finishes to be found within the area. The building design is indicated to use a variety of external materials and detailing to give the proposed building visual interest and articulation. The usual condition can be imposed to require the submission of details of the proposed external materials to be used. The layout of the proposed development also provides clear opportunities for quality landscape planting in respect of the residents' amenity terrace areas, but also to the front of the building where it adjoins the private access road; and also to bolster the road frontage embankment planting where necessary. Appropriate landscape planting details in this respect can be secured by imposition of the usual planning conditions.

Given the evident amenity and screening value of the trees located on the road frontage embankment of the application site, it is considered that the proposed development has been designed to provide adequate separation from them. None of the trees at the site are subject to a Tree Preservation Order (TPO), but all but one small tree are to be retained. Indeed, the submitted Arboricultural Report tree survey reveals a total of 45 items of vegetation (36 individual trees and 9 groups of trees). Of these, 5 trees were identified as retention category 'A', 16 trees and 6 groups were identified as retention category 'B', 14 trees and 3 groups as retention category 'C' and 1 tree as category 'U'. Just one tree (T24 : U-Category : a young Robinia) is shown to be removed due to decay and likely short life. The Report submitted with the application assesses both the condition/quality of the trees, provides appropriate justification for the tree to be removed; and also sets out recommended tree protection measures to be observed for the duration of the construction phase of the proposed development.

The Council's Arboricultural Officer is satisfied with the content and findings of the submitted report and considers that the existing trees to be retained would be adequately protected from harm during the construction period. Subject to the imposition of conditions requiring the proposed tree protection measures be implemented in full and retained for the duration of the construction period of the proposed development, it is considered that the proposals are acceptable having regard to Policy NE3. Overall, subject to this condition, it is not considered that the proposed development would materially and harmfully affect trees worthy of retention.

Notwithstanding the objections raised, it is not considered that the proposed development would materially and harmfully affect the visual character and appearance of the area. Indeed, it is considered that the proposed development would be appropriately sympathetic to the already varied pattern and form of development of the area. It is therefore considered that the proposals are acceptable in visual terms.

3. Impact on Neighbours –

It is considered that, due to the nature of the proposed use and the degree of separation of the proposed development from all surrounding neighbours there would be no material and harmful physical impacts arising from the proposals. In this respect, whilst the occupier of a flat at Alder House in Exchange Close has objected to the loss of a view and sunlight/daylight from their flat towards the Ordnance Roundabout, this property is located some distance from the proposed development on the far side of the Telephone Exchange site. As such, whilst there would be a change to the outlook from some Alder House flats, it is not considered that this is to the extent that the proposed development would have any material and harmful impact on the amenities of occupiers of this or other similar flats

in Alder House in planning terms.

Objection has been raised by members and visitors of the adjoining BCCUK site at 8 High Street on account of the impact that the loss of the adjoining public car park would have on their activities. The main concerns raised in this respect relate to the consequential impacts upon the safety and convenience of highway users and are, therefore, considered in the following '**4. Highways Considerations**' section of this report below. Nevertheless, BCCUK has also suggested that the loss of the public car park adjacent to their site would also be likely to curtail their activities and the use of the BCCUK site (a community facility) to the detriment of the Buddhist, Nepali and Gurkha community in Rushmoor and further afield. This matter is addressed in the '**1. Principle**' section of this report.

4. Highways Considerations –

It is proposed that the existing vehicular access to Ordnance Road be retained to serve the proposed Care Home via the existing private access road. These existing vehicular access arrangements have more than adequate visibility sight-lines and traffic capacity to serve the proposed development and the remaining existing users and, as such, are considered acceptable.

29 on-site spaces would be provided to serve the proposed Care Home. The applicable car parking standard for care homes according to the Council's adopted Parking Standards SPD (November 2017) is calculated on the basis of spaces to be provided for visitors, plus spaces for full-time equivalent staff, which would generate a maximum theoretical parking requirement of 41 spaces for the current proposals. However, in this case, it is not proposed that any staff would be resident on site; and care for residents would be provided around the clock using a shift system such that not all staff would be on site at the same time. On the basis of the information concerning staff numbers submitted by the applicants with the application it is considered that the peak staff and visitor parking requirement at the site would be unlikely to exceed the 29 parking spaces that are proposed at any time. Accordingly, it is considered that the overall parking provision for the proposed care home would be adequate, subject to a condition to require that the indicated quantum of parking spaces be provided and retained at all times for parking purposes for the use of staff and/or visitors to the Care Home.

Servicing of the proposed Care Home would take place from the one-way service drive and lay-by to be provided in the site layout. This is considered to be an acceptable arrangement.

HCC Highways also request imposition of a condition requiring the submission of a Construction Management Plan. In this respect the scale of the works involved is significant in a vicinity where there are very limited opportunities for parking and loading and unloading from the public highway – and, indeed, were this to occur, this would be likely to disrupt traffic using busy distributor roads through the town. In the circumstances it is therefore considered reasonable to require the submission of a Construction Management Plan.

Objection is raised to the proposals on the basis of the loss of the existing public car park (to be replaced by the proposed development) because it is argued by members and visitors of the adjoining BCCUK site that they are reliant on the continued availability of the car park. In this respect BCCUK suggest that adverse highway safety and convenience consequences for highway users are likely to arise. These include potential nuisance on-street car parking in surrounding roads in the wider vicinity of the BCCUK site, especially when special events are being hosted by BCCUK, the possibility that Town Centre car parks could sometimes be overwhelmed by additional demand for public parking; and also

the likely disruption of traffic on busy roads adjoining the BCCUK site as vehicles alight for drop-offs and pick-ups.

In considering the planning application for the change of use to facilitate the creation of the Buddhist Community Centre and Temple in 2013 (13/00311/COUPP) the Council, as Local Planning Authority (LPA), did, indeed, consider that the proposals were acceptable in highway terms, partly on the basis of the existence of the adjoining Parsons Barracks Car Park. In the circumstances that existed then it is considered that it would have been unusual if the LPA had not acknowledged the existence of the adjacent public car park. Further, it is considered most unlikely that a decision to refuse the BCCUK proposals on grounds of inadequate on-site parking provision would have been upheld at appeal given the existence of the adjacent public car park. Additionally, No.8 High Street already had a lawful planning use as a social club prior to its acquisition by BCCUK and, as such, already had the potential to generate parking demand off site on account of this existing use. Additionally, according to the information submitted with BCCUK's planning application in 2013, BCCUK then estimated that 60% of attendees would arrive by bus, 15% by train, 10% on foot, and just the remaining 15% by car. Additionally, it was argued that the Bus and Rail Station is just a 5-minute walk away. Being in a sustainable central urban location close to the Town Centre, railway/bus stations and a number of public car parks; and seeking the change of use of a site benefiting from a long-established existing lawful planning use as a social club; it is considered likely that the BCCUK proposals would have been found acceptable by the Council even in the absence of an adjacent public car park. Indeed, it is difficult to see how the Council could have sustained a decision to refuse the BCCUK proposals in 2013 on highway grounds irrespective of the existence of otherwise of the Parsons Barracks Car Park.

The information on car park usage submitted by BCCUK for 2019 (i.e. pre-Covid) with their objections to the current planning application provides estimates for the proportions of the different modes of travel of members and visitors that are significantly different from those put forward with their application in 2013. Although the methodology for the BCCUK car park usage data for 2019 is not provided, taken at face value, BCCUK has estimated that 85% of devotees and visitors were car-borne in 2019; 10% walked to the site and the remainder travelled to the site by bus. Given the existence of the adjacent public car park, it seems likely that this has encouraged an extent of car-usage since the BCC was established that was not anticipated, considered or accepted as likely back in 2013. However, whilst it would seem that a clear majority of members and visitors have become accustomed to attending the BCC by car in preference to mainly using the non-car modes of transport originally anticipated in 2013, BCCUK do not own or control the use of the Parsons Barracks Car Park. It is understood that the Council has not, at any time, contracted with BCCUK to make the car park available in part or exclusively for their use. Neither has the Council provided any guarantees to BCCUK that the car park would remain available for their use or generally. Indeed, the Council were/are not obliged to provide and maintain a public car park at the Parsons Barracks site and were/are at liberty to sell this property should they wish. Nor were the Council obliged to obtain the agreement of BCCUK before deciding to sell the car park land. Whilst it is accepted that BCCUK may well have chosen to acquire their current site taking into account the existence of the adjacent public car park, this was a property acquisition decision made by BCCUK alone, including their assumptions about the ready availability of the adjacent car parking not in their ownership or control.

Since BCCUK originally envisaged that some 85% of members and visitors would travel to the BCCUK site by non-car modes of transport, it is considered implicit that the BCCUK

site could continue to function in the absence of the adjacent car park. The issue to consider in respect of the current application proposals is, instead, whether there would be any material and harmful highway issues arising from the necessary consequential adjustments to less convenient transport arrangements that members and visitors to the BCCUK site would have to make in the absence of the Parsons Barracks Car Park.

In this respect, the applicants have responded to BCCUK's concern that, as a result of the current application proposals, there would be no drop-off/pick-up facility available to the BCCUK site. The amended site layout plan submitted on 23 June 2021 shows the provision of five parking spaces adjoining the BCCUK site to be dedicated with this particular purpose in mind. In addition, it is incorrect to characterise the proposed development as withdrawing all of the parking spaces at the application site from potential public use. This is because there are some 15 in-line parking spaces situated along the north side of the Car Park access road adjoining the Telephone Exchange that are located within the red-line of the current application site – and would remain intact as a result of the proposed development. These spaces are not shown to be involved with, or required for, the proposed development. Indeed, it is not considered that these spaces are needed to justify the proposed on-site parking that is to be provided for the proposed Care Home. Accordingly, on the assumption that these retained parking spaces will remain in parking use as existing, it is considered that an existing opportunity for parking close to the BCCUK site that could be used by some further members and visitors to the BCC would be retained.

In addition, the applicants have submitted a copy of the Aldershot Parking Study 2019 in response to the objections raised by BCCUK. This provides evidence of the substantial under-use of publicly accessible car parks in the vicinity of Aldershot Town Centre. As such, it is considered that impacts of the deletion of the Parsons Barracks Car Park from use could be absorbed by any displaced parking demand making better use of other town centre car parks. In the context of the meeting needs of Aldershot Town FC for match-day parking (and by extension events at the BCC) it is considered that this is most directly the Aldershot Station Car Park. In 2013, BCCUK noted that the Station was an acceptable 5-minute walk away from their site.

Having regard to the suggestion that overspill nuisance car parking could take place on adjoining and nearby roads, it is not considered that this is likely to give rise to material highway safety and convenience problems. Indeed, BCCUK's objections note that on-street parking in the vicinity of their site is either prohibited or, in the case of nearby side roads, restricted to residents only. There are few alternative street parking opportunities nearby that BCCUK members and visitors would be likely to use and it is considered that any opportunities that are potentially available would be dispersed onto smaller residential side roads where the impacts are likely to be localised and less significant overall.

In order to raise reasons for refusal to planning applications on highways grounds it is necessary for the Local Planning Authority to demonstrate with clear evidence that the proposals would give rise to a 'severe' impact to the safety and/or convenience of highway users. Accordingly, it is not possible to merely cite an adverse impact on highway safety and/or convenience : the adverse impact must be demonstrably 'severe' and this is reflected in the wording of Policy IN2. However, in this case, notwithstanding the objections raised on highways grounds, it is not considered that the loss of access by BCCUK members and visitors to the same extent of convenient adjacent public car parking would be likely to give rise to additional harm to the safety and convenience of highway users of sufficient magnitude to justify the refusal of the current planning

application on highway grounds. Given that the proposed Care Home scheme itself is also considered to be entirely acceptable in highways terms, the Highway Authority (Hampshire County Council Highways) raise no highways objections to the proposals.

Accordingly, overall, it is considered that the proposals are acceptable in highway terms.

5. Flood Risk & Drainage –

The site is located within Flood Zone 1, which is land at the lowest risk of flooding. As a result, the Environment Agency raise no objections as standing advice and no mitigation measures in respect of flood risk are indicated as being necessary.

Local Plan Policy NE8 requires all new buildings and the development of car parking and hard standings to incorporate Sustainable Drainage Systems (SUDS). Hampshire County Council as the Lead Local Flood Authority (LLFA) has considered all of the plans and information submitted by the applicants in respect of the proposed surface water drainage for the proposed development. In this respect it is proposed that a SUDS system be introduced with restricted outflow to control surface water discharges off-site. Following some correspondence and the provision of some additional information, the LLFA has confirmed that the submissions are acceptable and raise no objections subject to a condition.

It is therefore considered that the requirements of Local Plan Policies NE6 and NE8 would be met.

6. Biodiversity & Ecology considerations –

(a) On-Site Ecology: That part of the application site where development is actually proposed is restricted to the existing car park and, as such, has minimal potential as wildlife habitat or indeed, for any protected wildlife species to be present. The existing planted and treed road frontage banks within the site are to be retained intact with the development with the exception of the removal of a single small tree and, as such, would also retain its existing ecology and biodiversity value intact.

(b) Thames Basin Heaths Special Protection Area: the application site is located approximately 1.3 km from the nearest part of the Thames Basin Heaths Special Protection Area (TBHSPA or SPA) and, as such, is located within the 5km zone of influence of the SPA within which it is necessary to consider the impact of the proposed development upon the nature conservation interests and objectives of the SPA. It is, however, situated outside the 400-metre zone that is considered the most sensitive in terms of likely impacts. In this respect, the Council as the Local Planning Authority is identified by the UK Habitats Regulations as the 'Competent Authority' obliged to consider and determine whether or not, on a precautionary basis, any material harms would arise to the SPA from a proposed development, either individually, or in combination with other projects.

In respect of institutional residential accommodation falling with Use Class C2, it is Natural England's (NE's) policy to consider very carefully the likely mobility of residents in order to assess whether or not there would be any likelihood of any recreational use of the SPA by residents and, if so, whether or not to raise objection to those proposals.

In this case, NE raises no objections on the basis that either:-

(a) conditions are imposed to restrict the nature of the occupancy of the proposed Care Home as follows:

- The use of the property is to be restricted to being a C2 nursing care home.

- The care home shall not be occupied other than by persons of limited mobility who require full time nursing care and/or those who require high dependency dementia care. Persons of limited mobility shall be defined as persons whose physical condition prevents the walking beyond 400m. Such a physical condition shall first be verified by the Care Home Operator by means of referral from a General Practitioner prior to the occupation of the Care Home by any potential resident.
- No residential staff accommodation will be provided on site and rooms will be for single occupancy.
- Car parking will be restricted exclusively to staff and visitors.
- A covenant will prevent the keeping of pets on the premises (with the exception of assisted living dogs).

OR, instead:-

(b) an appropriate SPA financial contribution being secured with a s106 Planning Obligation to avoid SPA impact.

The applicants have considered these options and have indicated that they wish to pursue Option (a) [Conditions], but that conditions along the lines indicated by NE exceed what is considered necessary to ensure no impact upon the SPA arises. In particular in this respect, the applicants are of the view that restricting the proposed C2 use to being a nursing home is not acceptable because it does not reflect the nature of the Care Home that they are seeking to provide; and it would also, in practice, be an unenforceable restriction in any event.

NE produces guidance on the criteria for assessing the extent of mobility of residents of proposed Care Homes, as follows:-

“C2 / C3 Care Homes

The key factor when assessing any planning application claiming to be a care or extra facility is the mobility of the residents. The Use Class of C2 or C3 is irrelevant. The key factor is whether there is any risk of the residents of the facility causing likely significant effect upon the integrity of the SPA.

*For example, any facilities that house residents that will never, or are very unlikely to visit the SPA **would not require any mitigation**. This includes facilities where residents are blind, in comas or of such limited mobility that they do not leave the facility at all. One of the key indicators to us in terms of how mobile the residents would be relates to the number of facilities on site. If there are lots of car parking and/or bike spaces on site for the residents and there is a gym, swimming facilities etc., then the residents are of a mobility level that would not preclude them from visiting the SPA. This would also be assumed in facilities where residents are in self-contained accommodation and can therefore live reasonably independently, even if there is a level of care required. In these cases avoidance and mitigation would be required.”*

And:

“One thing to also consider is whether the residents of these dwellings will be bringing families and children with them. If it is likely they will only support individuals or couples, in these cases Natural England accept reduced contributions towards SPA mitigation, than we would request from a traditional C3 open market dwelling.

Case Example

An application for a new facility including 10 dwellings of extra care to house immobile patrons as well as a 100 x 1 bed and 20 x 2 bed rooms, with the only condition being that the residents have to be over 60 years of age. In the above case, the 10 extra care dwellings would not have to provide any mitigation measures. For the 120 rooms, we would model how many people would be likely to be using the development as a home. In this case 100 x 1 bed, and 20 x 2 bed = 140 people. We would divide this by 2.4, the average occupancy rate across TBH, to give the requirement of 59 contributions, instead of 120. This is because the method by which to work out SPA Contributions for LPAs is by the number of traditional C3 dwellings. This calculation converts the care facility into those.

There are then other factors that could affect this 59 dwelling figure depending on previous use of the site, number of car parking spaces etc. We are ultimately looking to assess how likely people are to make it to the SPA. If they have a parking space per unit, then they are likely to have cars, and under the precautionary principle have the ability to get to the SPA. No car parking, then they have to rely on public transport which reduces the risk level.

We do not accept evidence from nursing facilities breaking down average occupancy and average age ranges across the suite of their care homes. The Precautionary Principle within the Habitats Regulations dictates that we have to assume they are all of a health that wouldn't stop them from visiting the SPA. We will however consider any other evidence they would like to submit, and also could accept green space provision on site, if it is good enough to meet the SANG criteria.

Please see section (d) for how to deal with these types of development that include provision for staff on site.”

It is clear that NE attach some significance on the extent, or otherwise, of the facilities being provided on site with a proposed Care Home that are indicative of residents being sufficiently mobile to give rise to the likelihood that they may visit the SPA for recreation, such as the existence of swimming pools, gyms, and facilities for independent living. However, it is considered that none of the factors that may be suggestive of the residents having sufficient mobility to possibly visit the SPA are applicable to the current proposals. The submitted plans for the proposed development do not show any such facilities are to be provided – indeed, there is no room for the provision of such facilities in the scheme on this site. Residents would all have single-bed rooms with en-suite facilities and communal dining and living room facilities. Furthermore, the parking/bike spaces to be provided for the Care Home are just sufficient for staff and visitors. Additionally, there are no facilities shown to be provided for the use/recharging/storage etc of mobility scooters within the proposed development. Whilst it is not proposed that the Care Home provides nursing care, it is clear that i]residents will be of limited mobility.

It is considered that the conditions agreed with NE for a new Care Home at Randell House (18/00614/FULPP), a site located in a much more sensitive position relative to the SPA because it is situated within 400 metres of the SPA at Hawley Woods, are of consideration with the current case. The conditions imposed in that case were:-

“7. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (or any other Order revoking or re-enacting that Order), the land and/or building(s) shall be used only for the purpose of a Use Class C2 care home and be occupied solely by persons whom are mentally and/or physically frail; have mobility problems; suffer from paralysis or partial paralysis; or are in need for assistance with

the normal activities of life. The care home hereby permitted shall not be used for any other purposes, including any other purpose within Use Class C2, without the prior permission of the Local Planning Authority.

Reason - For the avoidance of doubt; to ensure no harm arises to the nature conservation interests and objectives of the Thames Basin Heaths Special Protection Area; to protect the amenities of neighbouring residential properties; and to prevent adverse impact on traffic and parking conditions in the vicinity.

8. The care home shall provide a maximum of 58 client bed spaces and a single two-bedroom rehabilitation apartment only unless with the prior written permission of the Local Planning Authority.

Reason - For the avoidance of doubt; to ensure no harm arises to the nature conservation interests and objectives of the Thames Basin Heaths Special Protection Area; and in the interests of the safety and convenience of highway users.

9. For the avoidance of doubt, there shall be no self-containment or staff accommodation provided within the care home the subject of this permission.

Reason - To ensure that there is no creation of self-contained and/or ancillary staff residential accommodation to ensure that no impact upon the nature conservation interests and objectives of the Thames Basin Heaths Special Protection Area would arise.

10. There shall be no dogs or cats kept at the care home hereby approved at any time (other than assisted living dogs).

Reason - To ensure that no impact upon the nature conservation interests and objectives of the Thames Basin Heaths Special Protection Area would arise.

11. The care home the subject of this permission shall not be occupied until the 41 parking spaces shown to be provided and/or made available for care home staff and/or visitors as shown on the approved plans have been constructed and/or made available for such use. Thereafter the parking spaces shall be kept available at all times for such parking purposes and shall not be used at any time for the parking/storage of boats, caravans or trailers.

Reason - For the avoidance of doubt and to ensure the provision and retention of adequate off-street car parking to serve the development at all times."

Since the current application site is not located within 400 metres of any part of the SPA it is not considered that it would be reasonable to impose a condition prohibiting the keeping of cats and dogs at the site in the current case. It would also, in practice, be unenforceable. Minus this particular condition, it is considered that the imposition of conditions as applied in the Randell House case would be adequate to ensure, with certainty, that the mobility of the proposed Care Home residents would be insufficient to be likely to have any significant recreational impact upon the SPA alone or in combination with other similar Care Home proposals. The applicants have been advised of these conditions and consider that they are acceptable, since they are workable, restrict the care Home to catering for residents of more retracted mobility and reflect the nature of their proposals.

Subject to suitably-worded condition(s) being imposed as set out above it is therefore considered that the proposed development would be unlikely to have any significant impact upon the integrity and nature conservation interests of the Thames basin Heaths Special Protection Area.

7. Sustainability –

In terms of building design, the submitted Sustainability Statement describes the steps taken to reduce energy demand having regard to the operational requirements of the proposed Care Home. This involves a building designed with glazed areas to maximise access to natural light and to minimise energy requirements for lighting and heating in communal areas, in particular in the main day lounge/dining areas and the quiet lounges. All glazing would be specified to minimise heat loss and excessive solar gain. Other glazing in the corridors and stairwells will provide natural light into circulation areas, reducing the level of artificial lighting required. Low energy luminaires and occupancy sensors would be used throughout the home in the communal areas, corridors, bathrooms, toilets and en-suites to minimise energy use. There would also be a control centre which will enable areas within the building to be isolated at night to further minimise energy use. Overall, it is indicated that renewable energy technologies would be used to deliver in excess of 15% of the predicted energy requirements of the proposed Care Home, in this case, possibly using ground-source heat pump technology.

The National Planning Policy Framework (NPPF) advises that the purpose of the planning system is to contribute to the achievement of sustainable development. In this respect, there are three dimensions to sustainable development: economic, social and environmental. These roles are defined as:-

- *"contributing to building a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and co-ordinating development requirements including the provision of infrastructure;*
- *supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and*
- *contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy."*

The NPPF also advises that these roles should not be taken in isolation because they are mutually dependent, and the planning system should play an active role in guiding development to sustainable locations. Furthermore, it also advises that housing applications (which includes specialist residential accommodation such as Care Homes, should be considered in the context of the presumption in favour of sustainable development to deliver a wide choice of high-quality homes and create sustainable, inclusive and mixed communities.

The NPPF confirms that the planning system has a key role to play in securing sustainable economic growth that is able to proceed as easily as possible and the economic, social and environmental gains can be positively secured through the planning system. It is considered that the current proposals are fully consistent with the aims of this national planning policy.

8. Access for People with Disabilities –

The proposed development should provide access for people with disabilities at least in accordance with Building Regulation requirements. Indeed, Care Homes are specifically designed to enable the movement of people with mobility difficulties. They are also subject to a range of standards and requirements enforced separately by the Care Quality

Commission and those organisations referring residents to the Care Home. It is considered that adequate means and measures would be incorporated into the development to achieve a good standard of access for people with disabilities.

Conclusions –

Notwithstanding the objections raised, it is considered that the proposals are appropriately sustainable development that is acceptable in principle; would have acceptable visual and highways impacts; give rise to no material and harmful planning impacts upon neighbours; adequately address flood risk and site drainage; have no material and harmful ecological impacts; give rise to no significant impact, alone or in combination, upon the nature conservation interests and objectives of the Thames Basin Heaths Special Protection Area; and provide adequate facilities for people with disabilities. The proposals are thereby considered acceptable having regard to Policies SS1, SS2, IN1, IN2, LN4, DE1, NE1, NE2, NE3, NE4, NE6 and NE8 of the adopted Rushmoor Local Plan (2014-2032).

Full Recommendation

It is recommended that planning permission be **GRANTED** subject to the following conditions and informatives:-

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason - As required by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The permission hereby granted shall be carried out in accordance with the following approved drawings and documents - GU11 2EU-A-01, GU11 2EU-A-02A, GU11 2EU-A-03A, GU11 2EU-A-04, GU11 2EU-A-05, GU11 2EU-A-05.1, GU11 2EU-A-05.3, & GU11 2EU-A-05.4; Design & Access Statement; Planning Statement; Transport Statement & Travel Plan; Arboricultural Report; Site Drainage details/proposals (comprising Drawing Nos.GU112EU-CHG-ZO-00-DR-C-0001 REV.P1, GU112EU-CHG-ZO-00-DR-C-0002 REV.P1 & GU12 EU-CHG-XX-00-DR-C-0300 REV.P2, SiteCheck Flood Report Sheets, Storm Sewer Design Calcs & Thames Water Drainage Connection Conditional Consent); Sustainability Statement; Geoenvironmental Appraisal; Applicant's covering letter; and Response to Objections (received on 23/06/2021).

Reason - To ensure the development is implemented in accordance with the permission granted.

- 3 Notwithstanding any indication of details which may have been given in the application, or in the absence of such information, construction of the following elements of the development hereby approved [the external walls, roofing materials, window frames/glazing, rainwater goods, any new external ground hard-surfacing materials, and any new means of enclosure] shall not start until a schedule and/or samples of the materials to be used in them have been submitted to, and approved in writing by, the Local Planning Authority. Those elements of the development shall be carried out using the materials so approved and thereafter retained.

Reason - To ensure satisfactory external appearance. *

- 4 Provision shall be made for services to be placed underground. No overhead wire or cables or other form of overhead servicing shall be placed over or used in the development of the application site.

Reason - In the interests of visual amenity.

- 5 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (or any other Order revoking or re-enacting that Order), the land and/or building(s) shall be used only for the purpose of a Use Class C2 care home and be occupied solely by persons whom are mentally and/or physically frail; have mobility problems; suffer from paralysis or partial paralysis; or are in need of assistance with the normal activities of life. No vehicle parking/storage facilities shall be provided on site for residents. The care home hereby permitted shall not be used for any other purposes, including any other purpose within Use Class C2, without the prior permission of the Local Planning Authority.

Reason - For the avoidance of doubt; to ensure no harm arises to the nature conservation interests and objectives of the Thames Basin Heaths Special Protection Area; to protect the amenities of neighbouring residential properties; and to prevent adverse impact on traffic and parking conditions in the vicinity.

- 6 The care home shall provide a maximum of 66 client bed spaces only unless with the prior written permission of the Local Planning Authority.

Reason - For the avoidance of doubt; to ensure no harm arises to the nature conservation interests and objectives of the Thames Basin Heaths Special Protection Area; and in the interests of the safety and convenience of highway users.

- 7 For the avoidance of doubt, there shall be no self-containment and/or staff accommodation provided within the Care Home the subject of this permission.

Reason - To ensure that there is no creation of self-contained and/or ancillary staff residential accommodation to ensure that no impact upon the nature conservation interests and objectives of the Thames Basin Heaths Special Protection Area would arise.

- 8 The care home the subject of this permission shall not be occupied until the 29 parking spaces shown to be provided and/or made available solely for care home staff and/or visitors as shown on the approved plans have been constructed and/or made available for such use. Thereafter the parking spaces shall be kept available at all times for such parking purposes and shall not be used at any time for the parking/storage of boats, caravans or trailers.

Reason - For the avoidance of doubt and to ensure the provision and retention of adequate off-street car parking to serve the development at all times.

- 9 The development hereby approved shall be implemented and completed in full incorporating the drainage measures as specified by the on-site Drainage Strategy plans, details and documentation submitted with the application (as amended). The approved surface water drainage system shall subsequently be retained and kept fully operational at all times in accordance with the approved details. In this respect, surface water discharge to the public sewer network shall be limited to 38.7 l/s. Any

changes to the approved documentation must be submitted to and approved in writing by Local Planning Authority. Any revised details submitted for approval in this respect must include a technical summary highlighting any changes, updated detailed drainage drawings and detailed drainage calculations.

Reason - To ensure adequate surface water drainage having regard to the requirements of adopted New Rushmoor Local Plan (2014-2032) Policy NE8.

- 10 The 5 on-site parking spaces to be re-constructed so as to be approached from the adjoining private access road as shown shaded pink on the amended Site Layout Plan GU11 2EU-A-03A received by the Local Planning Authority on 23 June 2021 shall be re-constructed and laid out as indicated and subsequently provided and kept made available in perpetuity at all times for general public parking use. Furthermore, the 15 in-line parking spaces located along the north side of the private access road within and adjacent to the boundary of the application site shared with Aldershot Telephone Exchange shall also be kept made available in perpetuity at all times for general public parking use.

Reason - In the interests of the safety and convenience of highway users.

- 11 Prior to the first occupation of the Care Home the subject of this permission, notwithstanding the indications for landscape planting shown on the plans hereby approved, a fully detailed landscape and planting scheme (to include landscaping incorporating biodiversity enhancement measures (such as the provision of appropriate bat or bird boxes at the site) shall be first submitted to and approved in writing by the Local Planning Authority.

Reason - To ensure the development makes an adequate contribution to visual amenity and biodiversity enhancement. *

- 12 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the re-occupation of the building the subject of this permission or the practical completion of the development hereby approved, whichever is the sooner.

Reason -To ensure the development makes an adequate contribution to visual amenity and the amenities of occupiers of adjoining residential properties are adequately protected.

- 13 Prior to the commencement of development a Construction & Traffic Management Plan to be adopted for the duration of the construction period shall be submitted to and approved in writing by the Local Planning Authority. The details required in this respect shall include:
 - (a) the provision to be made for the parking and turning on site of operatives and construction vehicles during construction and fitting out works;
 - (b) the arrangements to be made for the delivery of all building and other materials to the site, including construction servicing/delivery routes;
 - (c) the provision to be made for any storage of building and other materials on site;
 - (d) measures to prevent mud from being deposited on the highway;
 - (e) the programme for construction; and
 - (f) the protective hoarding/enclosure of the site.

Such measures as may subsequently be approved shall be retained at all times as

specified until all construction and fitting out works have been completed.

Reason - In the interests of the safety and convenience of adjoining and nearby residential properties and the safety and convenience of highway users. *

- 14 Construction or demolition work of any sort within the area covered by the application shall only take place between the hours of 0800-1800 on Monday to Fridays and 0800-1300 on Saturdays. No work at all shall take place on Sundays and Bank or Statutory Holidays.

Reason - To protect the amenities of neighbouring residential properties and to prevent adverse impact on traffic and parking conditions in the vicinity.

- 15 The existing trees, hedges and landscape planting on the application site which are to be retained shall be adequately protected from damage during site clearance and works in accordance with the means and measures specified in the JAC Ltd. Arboricultural Report reference 15464/EW submitted with the application and hereby approved.

Reason - To preserve the amenity and biodiversity value of the retained trees and landscaping.

- 16 In the event that unforeseen ground conditions or materials which suggest potential or actual contamination are revealed at any time during implementation of the approved development it must be reported, in writing, immediately to the Local Planning Authority. A competent person must undertake a risk assessment and assess the level and extent of the problem and, where necessary, prepare a report identifying remedial action which shall be submitted to and approved in writing by the Local Planning Authority before the measures are implemented.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared and is subject to approval in writing by the Local Planning Authority.

Reason - To ensure that the site is safe for the development permitted and in the interests of amenity and pollution prevention.

- 17 The development hereby approved shall not be occupied until measures to protect buildings from traffic or other external noise have been implemented in accordance with a scheme to include, for example, bunds, acoustic barriers and double glazing which has been first submitted to and approved in writing by the Local Planning Authority.

Reason - To protect the amenity of the occupiers of the development. *

Informatives

- 1 **INFORMATIVE - REASONS FOR APPROVAL-** The Council has granted permission because:-

Notwithstanding the objections raised it is considered that the proposals are appropriately sustainable development that is acceptable in principle; would have

acceptable visual and highways impacts; give rise to no material and harmful planning impacts upon neighbours; adequately address flood risk and site drainage; have no material and harmful ecological impacts; give rise to no significant impact, alone or in combination, upon the nature conservation interests and objectives of the Thames Basin Heaths Special Protection Area; and provide adequate facilities for people with disabilities. The proposals are thereby considered acceptable having regard to Policies SS1, SS2, IN1, IN2, LN4, DE1, NE1, NE2, NE3, NE4, NE6 and NE8 of the adopted Rushmoor Local Plan.

It is therefore considered that subject to compliance with the attached conditions, and taking into account all other material planning considerations, including the provisions of the development plan, the proposal would be acceptable. This also includes a consideration of whether the decision to grant permission is compatible with the Human Rights Act 1998.

- 2 INFORMATIVE - Your attention is specifically drawn to the conditions marked *. These condition(s) require either the submission and approval of details, information, drawings etc. by the Local Planning Authority BEFORE WORKS START ON SITE, BEFORE SPECIFIC ELEMENTS OF THE PROPOSAL ARE CARRIED OUT or, require works to be carried out BEFORE COMMENCEMENT OF USE OR FIRST OCCUPATION OF ANY BUILDING.

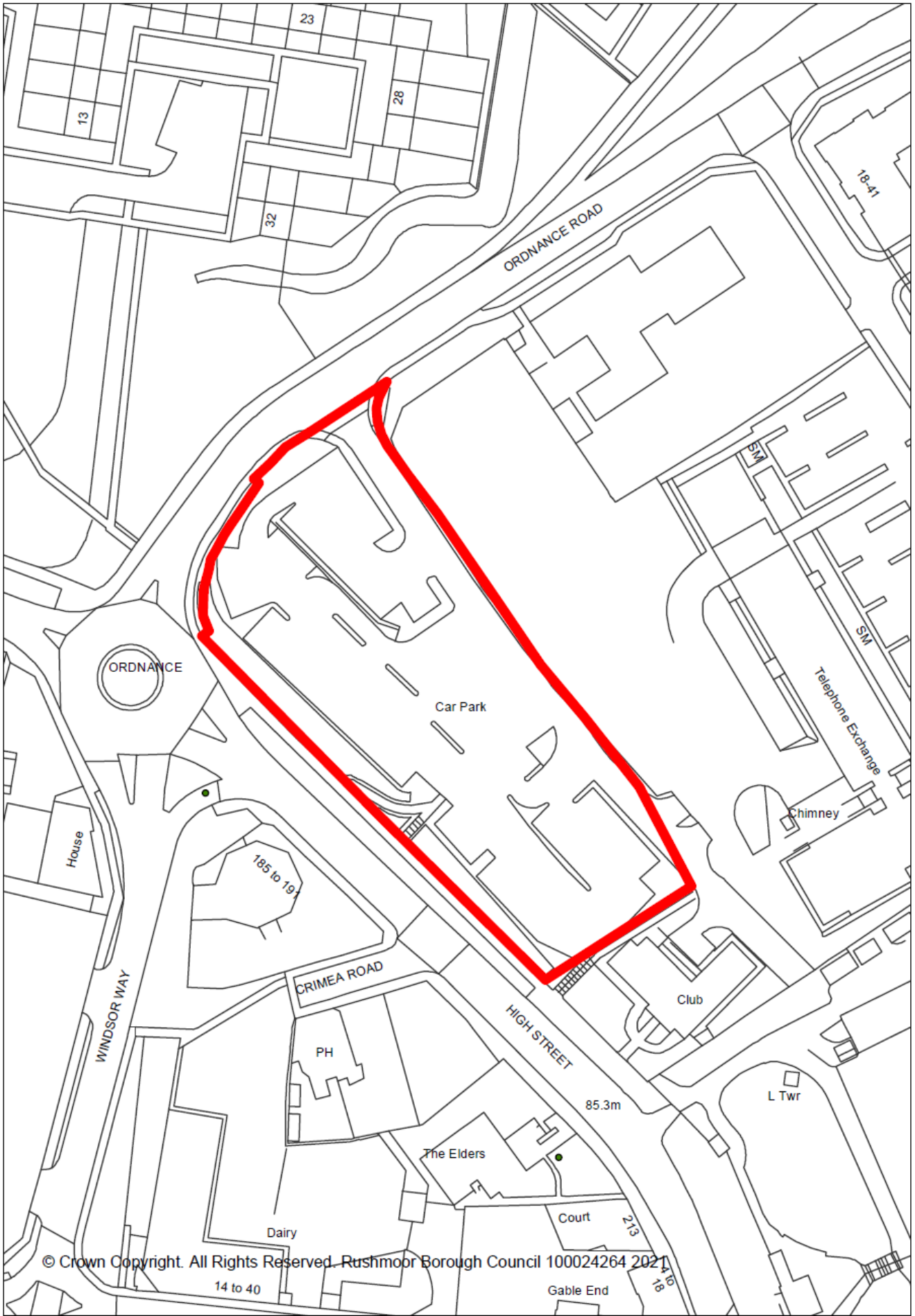
Development started, carried out or occupied without first meeting the requirements of these conditions is effectively development carried out WITHOUT PLANNING PERMISSION.

The Council will consider the expediency of taking enforcement action against any such development and may refer to any such breach of planning control when responding to local searches. Submissions seeking to discharge conditions or requests for confirmation that conditions have been complied with must be accompanied by the appropriate fee.

- 3 INFORMATIVE - The applicant is recommended to achieve maximum energy efficiency and reduction of Carbon Dioxide emissions by:
 - a) ensuring the design and materials to be used in the construction of the building are consistent with these aims; and
 - b) using renewable energy sources for the production of electricity and heat using efficient and technologically advanced equipment.
- 4 INFORMATIVE - Measures should be taken to prevent mud from vehicles leaving the site during construction works being deposited on the public highway throughout the construction period.
- 5 INFORMATIVE - Protective barriers and other measures for trees should accord with the recommendations of BS 5837:2005 'Trees in Relation to Construction'.
- 6 INFORMATIVE - No materials produced as a result of site preparation, clearance, or development should be burnt on site. Please contact the Head of Operational Services for advice.
- 7 INFORMATIVE - The applicant is advised to contact the Head of Operational Services regarding the requirement to provide acoustic insulation. Any scheme of acoustic

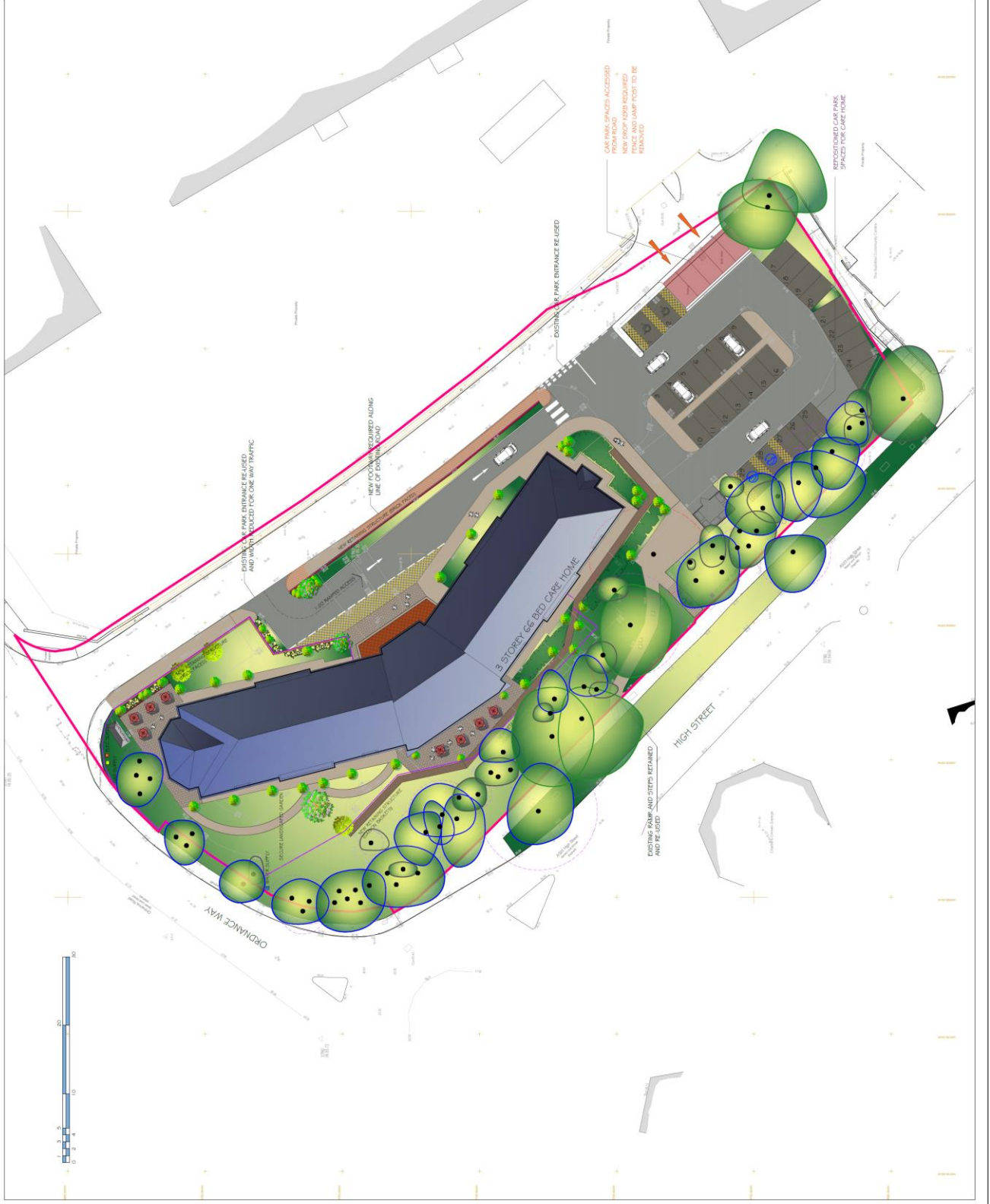
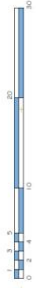
insulation must be in accordance with the specifications provided in Schedule 1 of the Noise Insulation Regulations 1975 and must include details of acoustic mechanical ventilation and, where appropriate, solar control.

- 8 INFORMATIVE - The applicant is reminded that the premises should be made accessible to all disabled people, not just wheelchair users, in accordance with the duties imposed by the Equality Act 2010. This may be achieved by following recommendations set out in British Standard BS 8300: 2009 "Design of buildings and their approaches to meet the needs of disabled people - Code of Practice". Where Building Regulations apply, provision of access for disabled people to the premises will be required in accordance with Approved Document M to the Building Regulations 2000 "Access to and use of buildings".
- 9 INFORMATIVE - It is a legal requirement to notify Thames Water of any proposed connection to a public sewer. In many parts of its sewerage area, Thames Water provides separate public sewers for foul water and surface water. Within these areas a dwelling should have separate connections: a) to the public foul sewer to carry waste from toilets, sinks and washing machines, etc, and b) to public surface water sewer for rainwater from roofs and surface drains. Mis-connections can have serious effects: i) If a foul sewage outlet is connected to a public surface water sewer this may result in pollution of a watercourse. ii) If a surface water outlet is connected to a public foul sewer, when a separate surface water system or soakaway exists, this may cause overloading of the public foul sewer at times of heavy rain. This can lead to sewer flooding of properties within the locality. In both instances it is an offence to make the wrong connection. Thames Water can help identify the location of the nearest appropriate public sewer and can be contacted on 0800 316 9800.
- 10 INFORMATIVE - In the UK all species of bats are protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) and under Schedule 2 of the conservation (Natural Habitats & c) Regulations 2004. The grant of planning permission does not supersede the requirements of this legislation and any unauthorised works would constitute an offence. If bats or signs of bats are encountered at any point during development then all works must stop immediately and you should contact Natural England.
- 11 INFORMATIVE - The applicant is advised that during the demolition and construction phases of the development measures should be employed to contain and minimise dust emissions, to prevent their escape from the development site onto adjoining properties. For further information, please contact the Head of Operational Services.
- 12 INFORMATIVE - The applicant is requested to bring the conditions attached to this permission to the attention of all contractors working or delivering to the site, in particular any relating to the permitted hours of construction and demolition; and where practicable to have these conditions on display at the site entrance(s) for the duration of the works.
- 13 INFORMATIVE - The Local Planning Authority's commitment to working with the applicants in a positive and proactive way is demonstrated by its offer of pre-application discussion to all, and assistance in the validation and determination of applications through the provision of clear guidance regarding necessary supporting information or amendments both before and after submission, in line with the National Planning Policy Framework.



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66 BED 3 STOREY CARE HOME
 BUILDING FOOTPRINT - 1113sqm
 TOTAL FLOOR AREA - 3269sqm
 G.I.F.A. - 3098sqm
 SITE AREA - 5387sqm (1.33 ACRES)
 ZERO CAR PARKING SPACES



NO.	DATE	DESCRIPTION	BY
1	27-01-20	ISSUED FOR TENDER	DM
2	01-02-20	REVISED	DM

LNT Construction

LNT CONSTRUCTION LTD
 UNIT 10, WILSONS WAY
 BRIMLEY ROAD
 GARRFORTH
 LE11 2EU
 TEL: 0115 3922277
 FAX: 0115 3923559

CLIENT: **LNT Care Developments**

SITE: HIGH STREET
 ALDERSHOT
 GU11 2EU

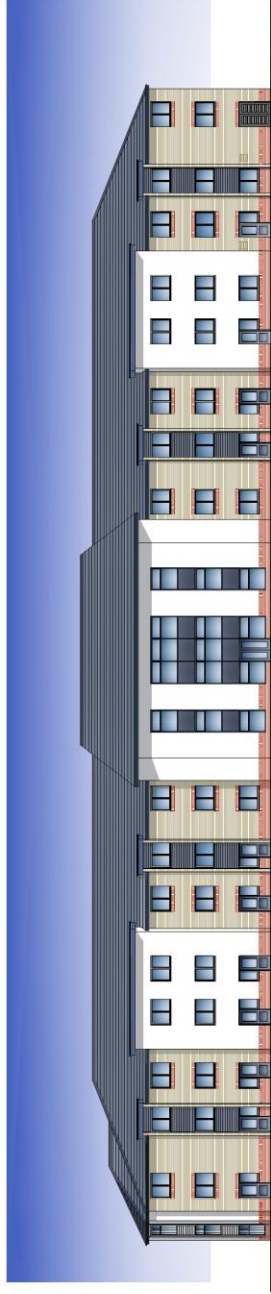
TITLE: PROPOSED CARE HOME
 SITE PLAN

SCALE	DATE	DATE
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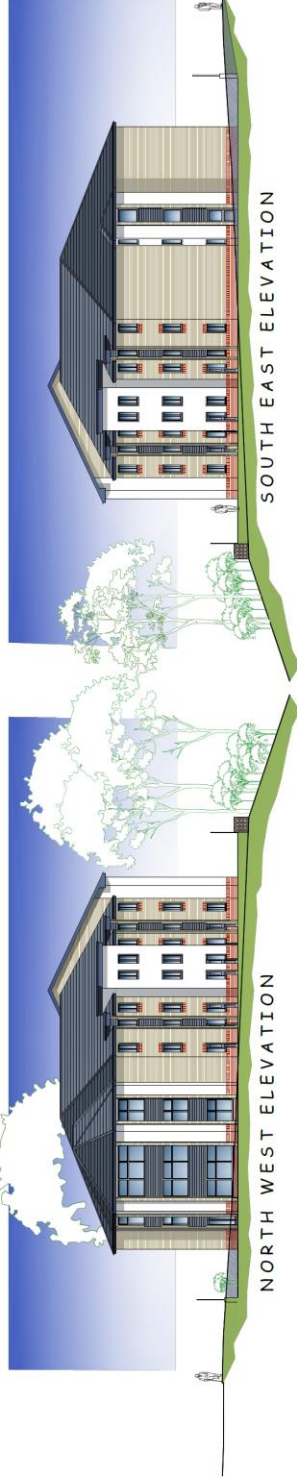
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2	01-02-20	[Signature]



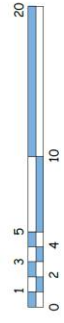
NORTH EAST ELEVATION



SOUTH WEST ELEVATION



NORTH WEST ELEVATION



REV.	DATE	DETAILS OF AMENDMENTS	DRAWN
REVISIONS			

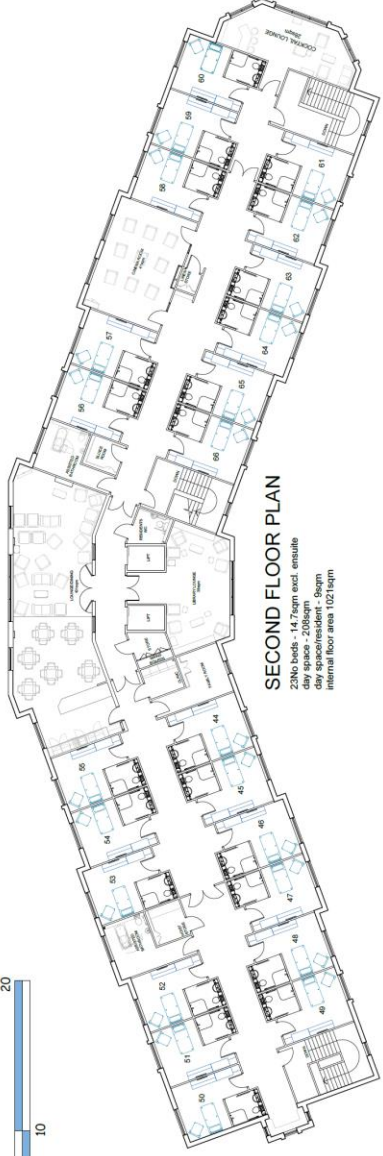
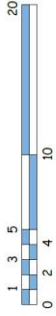
LNT Construction
 LNT CONSTRUCTION LTD
 UNIT 2, HELIOS 47
 THE POND
 GARRFORTH
 LE22 2DY
 TEL: 0113 3653668
 FAX: 0113 3653669

CLIENT
LNT Care Developments
 HIGH STREET
 ALDERSHOT
 GU11 2EU

TITLE: PROPOSED CARE HOME ELEVATIONS

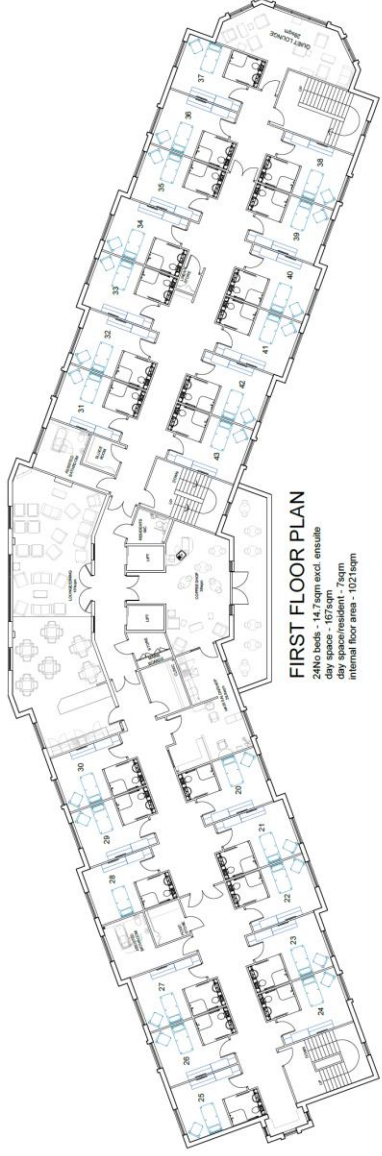
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DRAWN	GB	DWING	GU112EUA.05
PROJECT	PROPOSED CARE HOME		
PLANNING APPROVAL	PLANNING PERMISSION		
REGULATORY APPROVAL	REGULATORY PERMISSION		
CHECKED BY	CONSTRUCTION ISSUE		
APPROVED BY	DATE		

66 BED 3 STOREY CARE HOME
 G.I.F.A. - 3089sqm
 BUILDING FOOTPRINT - 1113sqm
 TOTAL FLOOR AREA - 3209sqm



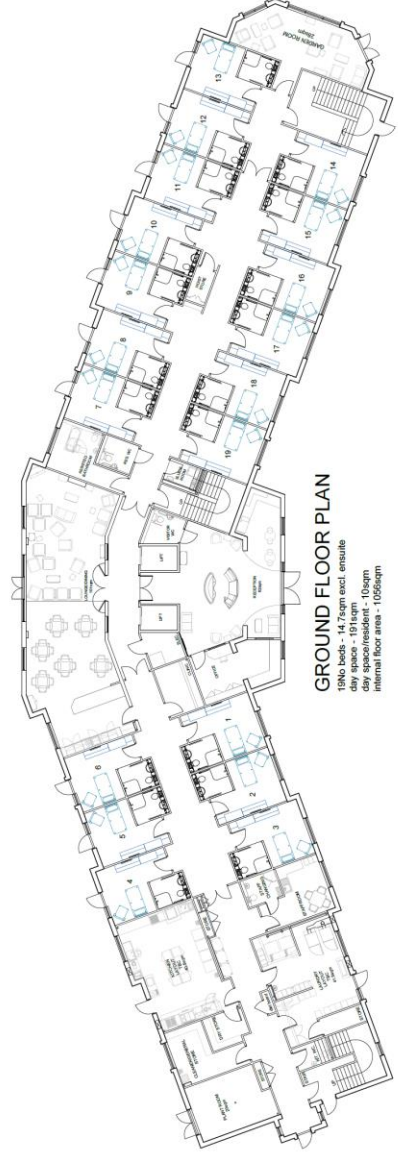
SECOND FLOOR PLAN

23No beds - 14.7sqm excl. ensuite
 day space - 230sqm
 day space/resident - 9sqm
 internal floor area - 1021sqm



FIRST FLOOR PLAN

24No beds - 14.7sqm excl. ensuite
 day space - 157sqm
 day space/resident - 7sqm
 internal floor area - 1021sqm



GROUND FLOOR PLAN

19No beds - 14.7sqm excl. ensuite
 day space - 99sqm
 day space/resident - 10sqm
 internal floor area - 1056sqm

REV	DATE	DETAILS OF AMENDMENTS	DRAWN
REVISIONS			

LNT Construction
 LNT CONSTRUCTION LTD
 100 GARDINER ROAD
 GARRORTH
 CO. DUBLIN 15
 Tel: 01274 230058
 Fax: 01274 230059

CLIENT
LNT Care Developments

SITE
 HIGH STREET
 ALDERSHOT
 GU11 2EU

TITLE
 PROPOSED CARE HOME
 FLOOR PLANS

SCALE	1:150@A1	DATE	27-01-20
DRAWN	GB	ISSUED	01/20
PROJECT NO.	20190001	DESIGNED BY	REVISION
DATE	01/20	PLANNING APPROVAL	CONTRACTOR SUBMISSION
CHECKED BY		REGULATORY APPROVAL	CONTRACTOR ISSUE
APPROVED BY		DATE	



REV.	DATE	DETAILS OF AMENDMENTS	DRAWN
REVISIONS			

ALL MEASUREMENTS IN MM - DO NOT SCALE - IF IN DOUBT ASK



LNT CONSTRUCTION LTD
 UNIT 1000, MEISS 47
 10000 100TH AVE. N.W.
 GARFORTH
 L2S2 2Z7Y
 TEL: 416.291.8668
 FAX: 416.291.8669

CLIENT
LNT Care Developments

SITE
 HIGH STREET
 ALDERSHOT
 GU11 2EU

TITLE
 PROPOSED CARE HOME
 IMAGE 3

SCALE	NTS	DATE	27-01-20
DRAWN	GB	DESIGNED	GU11 2EU.A.05.3
CHECKED		DATE	
PLANNING APPROVAL		REGULATION APPROVAL	
CHECKED BY		CONSTRUCTION ISSUE	
APPROVED BY		DATE	



REV.	DATE	DETAILS OF AMENDMENTS	DRAWN
REVISIONS			

LNT Construction
 LNT CONSTRUCTION LTD
 1000 HURON ST
 SUITE 1000
 GARFORTH
 L3Z5 2Z7Y
 TEL: 416-223-8868
 FAX: 416-223-8869

CLIENT
LNT Care Developments

SITE
 HIGH STREET
 ALDERSHOT
 GU11 2EU

TITLE
 PROPOSED CARE HOME
 IMAGE 1

SCALE	NTS	DATE	DATE
DRAWN	GB	DWGNO	GU112EU-A-05.1
DESIGNED	STL	DATE	
CHECKED	BY	DATE	
PLANNING APPROVAL		REGULATION APPROVAL	
CONSTRUCTION APPROVAL		CONSTRUCTION ISSUE	
CHECKED BY		DATE	
APPROVED BY		DATE	